



DEPARTMENT OF THE NAVY
USS SALVOR (ARS-52)
C/O FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA 96678

5750

Ser REP/033

2 MAR 1987

From: Commanding Officer, USS SALVOR (ARS 52)
To: Director of Naval History (Op-09BH), Washington Naval Yard,
Washington, D.C. 20374-0571

Subj: 1986 COMMAND HISTORY (OPNAV REPORT 5750-1)

Ref: (a) OPNAVINST 5750.12D

Encl: (1) Command History
(2) Biography and Photograph of Commanding Officer
(3) Ammunition Expended
(4) Photograph of USS SALVOR (ARS 52)
(5) Personnel Roster
(6) Commissioning Book
(7) Orientation Booklet
(8) Familygrams
(9) Ombudsman Newsletters

1. Per reference (a), enclosures (1) through (9) are submitted.


R. A. REISH

Copy to:
COMSERVRON 5

COMMAND HISTORY

1. The Command History for USS SALVOR for 1986 is as follows:

a. Command Composition and Organization

(1) The mission of USS SALVOR is fourfold:

(a) Salvage of Stranded Vessels: A disabled ship requires a variety of assistance. SALVOR carries portable cutting and welding equipment, power sources, dewatering gear, machine shops, and material to effect temporary hull repairs. She carries six legs of beach gear which can be rigged to exert over 300 tons of retracting force to the stranded vessel.

(b) Rescue and Assistance: For fighting fires alongside, SALVOR is equipped with two manually operated fire monitors on the signal bridge, one remotely controlled fire monitor mounted on the forward kingpost, and a manual portable monitor on the fo'c'sle. These monitors can be supplied with 1,000 gallons per minute of sea water or fire fighting foam. SALVOR is designed for open ocean towing. The power from her main engines is sufficient to tow a Nimitz class aircraft carrier at a speed of 3-5 knots.

(c) Recovery of Submerged Objects: SALVOR is equipped with a 7.5 ton capacity boom forward and a 40 ton capacity boom aft. A dynamic 150 ton lift is possible over the main bow or stern rollers using deck machinery and purchase tackle or hydraulic pullers. She can make a dynamic lift of 300 tons using the main bow rollers and stern rollers in unison.

(d) Manned Diving Operations: The MK 12 and MK 1 diving systems provide SALVOR divers the capability of air diving to depths of 190 feet. The divers descend to depth on a diving stage lowered by a powered davit. There is a hyperbaric chamber aboard for diver recompression following a dive or for the treatment of divers suffering from decompression sickness. For shallow underwater inspections, searches, and other tasks which require mobility, there is a full complement of SCUBA equipment on board.

(2) Organizational Structure:

USS SALVOR (ARS 52)
COMSERVRON 5
COMNAVSURFGRU MIDPAC
COMNAVSURFPAC

Encl (1)

(3) Internal Command Organization:

Commanding Officer:	LCDR R. A. Reish
Executive Officer:	LT D. J. Oswald, Jr.
Operations Officer:	LT M. W. Kaminski
First Lieutenant/ Weapons Officer:	LT A. L. Langston
Chief Engineer:	LT N. Hansen
Repair Officer:	LT N. Vrevich
Supply Officer:	ENS J. L. Brennan
Command Master Chief:	HTCM(DV/SW) J. A. Searcy

Enlisted Manpower assigned as of 31 December 1986:

Chiefs: 11 Total Enlisted: 85

(4) Home Port: Pearl Harbor, Hawaii

(5) Type and Number of Aircraft Assigned: N/A.

b. Chronology:

1986

- 1 Jan-14 Jun - Precommissioning, Sturgeon Bay, Wisconsin.
- 17-27 Mar - Pre Light-Off Examination Technical Assist.
- 17 Apr - Underway for Quarry Trials.
- 28 Mar-2 Apr - Pre Light-Off Examination.
- 29 May - Underway for Builder's Trials.
- 2-6 Jun - Pre Light-Off Examination II.
- 8 Jun - Visit ship (826 visitors).
- 14 Jun - SALVOR was commissioned a U. S. ship.
- 16-20 Jun - Machinery Control Console Station Training.
- 23 Jun - Pre Light-Off Examination III.
- 7-11 Jul - Machinery Control Console Station Training.
- 15-17 Jul - Light-Off Examination.
- 22 Jul - Crew Certification.

- 24 Jul - Underway to home port.
- 25 Jul - Arrived first port of call visit, Sault Ste. Marie, Michigan.
- 29 Jul - Certification dives were made in Lake Superior.
- 1 Aug - Arrived Toronto, Canada.
- 6 Aug - Arrived Quebec City, Canada.
- 11 Aug - Arrived Halifax, Nova Scotia.
- 17 Aug - Enroute to Little Creek, in order to avoid Hurricane Charlie USS SALVOR was diverted New York City, New York.
- 21 Aug - Arrived Little Creek, Virginia for ammunition load-out.
- 28 Aug - Arrived Charleston, South Carolina to pick-up one YTB for towing.
- 4 Sep - Arrived Beaumont, Texas. Three tows to be picked up were inspected. USS SALVOR delayed in Beaumont due to Tropical Storm Danielle.
- 21 Sep - Arrived Cristobol. All four tows were disconnected.
- 22 Sep - Arrived Panama Canal.
- 26 Sep - After tows were delivered and rerigged underway for San Diego, California.
- 11 Oct - Arrived San Diego, California.
- 1 Nov - Arrived home port Pearl Harbor, Hawaii.
- 18-19 Nov - Underway for Training Readiness Evaluation.
- 24-28 Nov - Diver equipment validation.
- 1-4 Dec - Underway for Final Contract Trials.
- 8-11 Dec - EOSS Hot Checks.
- 11-12 Dec - Underway for full power retrieval.
- 17-18 Dec - Underway for ISE.

c. Narrative:

SALVOR was built in Sturgeon Bay, Wisconsin by Peterson Builders Inc., with construction overseen by Supervisor of Shipbuilding, Conversion and Repair, Sturgeon Bay, Wisconsin. SALVOR was designed and funded through Commander, Naval Sea Systems Command, Washington, D.C. The commissioning crew assembled in Sturgeon Bay throughout the months of January through May, conducting training and preparing administratively to accept the ship. The President of the Board of Inspection and Survey conducted Acceptance Trials aboard SALVOR the first week of May, resulting in SALVOR's delivery to the Navy on 30 May 1986. SALVOR was commissioned 14 June in a ceremony at Sturgeon Bay. VADM Robert L. Walters, USN (Retired), husband of the ship's sponsor and former Vice Chief of Naval Operations (Surface Warfare) was the principal speaker. Following commissioning, SALVOR satisfactorily completed a Light-Off Examination on 17 July and Crew Certification on 23 July. SALVOR began her maiden voyage on July 24, 1986. Sailing amid salutations from those who built her and the wonderful people who opened their hearts and homes to her crew, SALVOR made her way into Lake Michigan by way of the Sturgeon Bay Ship Canal.

The first leg of her journey was relatively short, passing through beautifully scenic inland waterways to Sault St. Marie, Michigan. From there she proceeded immediately into the Soo Locks, which raised her into Lake Superior. Proceeding to Whitefish Bay, SALVOR anchored for two days of diving in order to certify her manned diving system. She then passed back through the Soo Locks and made her way to Lake Huron. The next day saw SALVOR navigate the St. Claire River past Detroit into Lake Erie. Dawn the following morning found her at the entrance to the Welland Canal and the series of eight locks that raised her into Lake Ontario, which she crossed to dock in Toronto that afternoon. Following three days of liberty, she was underway for the St. Lawrence Seaway. Two full days of tight river pilotage led SALVOR to Quebec City, a unique liberty port due to its primarily French culture.

SALVOR got her first taste of salt water as she left Quebec City. Entering the Gulf of St. Lawrence in dense fog, she made her way to Halifax, Nova Scotia. As she continued south she steamed across unusually calm waters for the North Atlantic, enroute to Norfolk, Virginia. But less than three hundred miles from Norfolk, Hurricane Charlie reared up off the coast of North Carolina, forcing SALVOR to evade to New York. A driving rainstorm greeted her as she entered the harbor at midnight, with rain so intense that her officers could barely see her bow from the pilothouse. They also gained an instant opinion of New York fishermen, who were proving the adage "the fishing is always best in the middle of the channel" on that stormy night. Leaving the Big Apple once the storm cleared, she proceeded to Norfolk for a shortened inport period.

One of the primary missions that SALVOR was designed for is open ocean towing. There were tows of opportunity on the east coast destined for the west coast, so SALVOR was directed to "cut her teeth" on this maiden voyage. She pulled inside the breakwater in Charleston, South Carolina, to receive her first tow, a Yard Tug Boat (YTB) ultimately bound for Midway Island. With the YTB in tow, SALVOR continued south around Florida into the Gulf of Mexico, then up the Sabine and Neches Rivers to Beaumont, Texas. Preparations had been ongoing for months to make three ships from the Fleet Reserve Force ready for towing. They were two World War II vintage Auxiliary Tugs (ATA) and one Fleet Tug (ATF). Having been in mothballs for nearly forty years, these vessels required extensive preparation. While waiting for the final adjustments to be made, SALVOR was forced to stay in port longer than originally planned as Hurricane Danielle tore across the Caribbean, heading for the Yucatan Strait at the same time SALVOR was expected to be there. The storm finally changed course and dissipated, allowing SALVOR to get underway.

Three civilian tugs met her at the mouth of the Sabine River with the four tows. Passing a tow at sea is always a hazardous evolution. That day off the Gulf coast the elements added another challenge to contend with. Swells in the six to eight foot range and a stiff breeze forced the original plan to be modified on the scene. The ATF was passed successfully.

The other three tows had been streamed single-file in their "Christmas Tree" rig with the YTB leading the two ATAs. SALVOR made her approach to the lead civilian tug, and a messenger line was passed to SALVOR. As the YTB's tow bridle was almost on SALVOR's deck the messenger parted, dropping the tow bridle back into the water. So SALVOR anchored, used the civilian tugs to fend the tows off her, and worked a wire under the lead tow to capture the towing bridle. Then carefully working the bridle back on deck, she connected her port bull rope to the bridle, weighed anchor, and steamed into the Gulf with all four vessels in tow. It had taken twelve hours to connect up with the tows and the crew now knew of the tribulations and hazards inherent to salvage work.

Across the Caribbean she steamed, heading for the Panama Canal. She received a rough ride from the remnants of Hurricane Danielle, but arrived at the entrance to Cristobal Harbor on schedule. Directed to proceed into the harbor with all four vessels in tow, two tugs met SALVOR at the breakwater to assist with the tows while SALVOR anchored. The tows were then disconnected and nested to a mooring buoy in the harbor. That evening SALVOR was directed to transit the canal. This seven hour journey brought her to berth at Naval Station Rodman, Panama at 0330 in the morning, some twenty hours since clearing the breakwater on the Cristobal side.

The next several days were spent re-rigging the tows and provisioning SALVOR for the trip to San Diego. In getting underway from Rodman, the ATF was moored "Chinese" to SALVOR's port side and streamed from there once SALVOR was clear of the piers. The YTB and two ATAs were attached to SALVOR's starboard bull rope and nested together. They were assisted in getting underway by two tugs, then streamed into their "Christmas Tree" rig when clear of the channel.

The transit to San Diego was uneventful. SALVOR met with a civilian tug off shore San Diego and passed the ATF for the final leg of her journey to Port Hueneme, California. SALVOR then passed the other three tows to three civilian tugs before proceeding into port.

During a nine day inport period there, SALVOR's crew re-rigged the three tows for the final leg of the journey to Hawaii. Leaving port was almost routine as SALVOR got underway first, followed by the three tows nested together with a civilian tug assisting. Once clear of the channel the tows were streamed into their single-file "Christmas Tree" rig. Upon arrival at the entrance to Pearl Harbor, three tugs came out to meet SALVOR. The tows were passed at sea and taken into port, followed by SALVOR. She circled Ford Island, rendering honors to the ARIZONA, a custom for ships home ported in Pearl, before proceeding to her berth. There ended a challenging voyage of 11,600 nautical miles, an auspicious start to what will undoubtedly be a long and distinguished career.

The final event of note for the year was Final Contract Trails, which were conducted 1 through 4 December by the Pacific Board of Inspection and Survey.

AMMUNITION EXPENDED

<u>SER</u>	<u>TRANSACTION</u>	<u>DATE</u>
001	EXPENDED TRNG 60	9 FEB 86
002	EXPENDED TRNG 1038	17 FEB 86
003	EXPENDED TRNG 594	23 FEB 86
006	EXPENDED TRNG 51	27 JUN 86
007	EXPENDED TRNG 662	27 SEP 86